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IN THIS ISSUE

Page

News and Views from the ITF

Pakistan releases Indian seafarers	17
Dispute over land for Australian Aborigines	17
British miners' strike continues	17
Disturbances in SW Africa follow strike "settlement"	18
"Test of acceptability" of Rhodesian settlement proceeds	18

Transport

Territorial waters and fishing limits	20
International Convention on Maritime Carriage of Nuclear Material	20
Danish seamen seek prosecution of shipowners	21
German legislation on road safety	21
German agreement on use of all-purpose crews	21
British ships' officers oppose certification proposals	21
British radio officers oppose R/T for distress signals	22

Trade Unions

Danish union celebrates 75th anniversary	22
A century of railway trade unionism in Britain	22
Mauritian government bans port strikes	23
Two years' gaol for Portuguese trade union leader	23

Social and Industrial News

French flight crew unions in crew complement dispute	23
Railwaymen's negotiations break down in France	24
German seamen may strike if mediation proposals rejected	25
Gains for German private railway workers	25
Agreements for Lufthansa and KLM ground staff	25
British railwaymen's pay claim turned down	25
British dockers oppose compulsory redundancy	26
British seamen's and officers' pay claims	26
Pension improvements for London Transport staff	26
Settlement of Icelandic seamen's strike and new agreement for fishermen	26
Agreement in principle for Netherlands dockers	27

US railway unions press for back pay	27
US dockers' talks extended	27
National Airlines mechanics win large back pay award	28
Important contract for Northeast stewardesses	28
Dispute in Uruguay merchant navy	29
<u>Personalia</u>	29
<u>Forthcoming Meetings</u>	29

NEWS AND VIEWS FROM THE ITF

INTERNATIONAL
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Pakistan releases Indian seafarers

Eighty-seven Indian seamen detained in Karachi during the hostilities between India and Pakistan while serving on neutral flag vessels were unconditionally released and returned to Bombay on board the "Sirdhana" on 24th January 1972. This follows representations made by the ITF and its affiliated seafarers' unions in India and Pakistan after the end of hostilities. The ITF-affiliated National Union of Seafarers of India has expressed its "sincere appreciation and gratitude" to the ITF.

Pakistani seafarers detained in India are being regarded by the authorities as prisoners of war. The ITF-affiliated Maritime Union of India has made representations to the government for their release, announcing that it disagrees with their continued detention, and has undertaken to keep the ITF informed of what happens.

AUSTRALIA
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Dispute over land for Aborigines

The Australian government has refused to give Aborigines full legal control of their tribal lands on the grounds that it could lead to legal uncertainty and possible challenge to land titles in Australia. Instead, a new system is to be introduced making land available on lease to individuals or groups of Aborigines on reserves in the Northern Territory.

GREAT BRITAIN
=====

Miners' strike continues

The strike of British miners, which began on 9 January, is still on. ITF affiliates alerted earlier at the request of the Miners' International Federation are asked to continue their efforts to prevent the export of coal to Britain. ITF-affiliated transport workers' unions in Britain have instructed their members to observe the miners' picket lines.

NAMIBIA (SOUTH WEST AFRICA)

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Disturbances in Ovamboland follow strike "settlement"

Talks between the South African government, the Ovamboland Legislative Council and the employers of migrant labour, prompted by the strike of 13,000 Ovambo workers, led to agreement on 20 January on modifications to the contract labour system. (The strikers were not represented at these negotiations.) The former recruiting organization, the South West African Native Labour Association (SWANLA), is to disappear, to be replaced by labour employment offices set up by the Legislative Council, where those seeking work will be registered and sign labour agreements with their employers in which pay and other conditions of employment will be set out in writing. Other modifications give workers greater flexibility in changing their employer and in "maintaining their family ties" - though the latter is thought to refer to the granting of passes to visit home rather than freedom to have their families with them.

While reports indicate that a certain number of strikers have returned to work, police and military units have been sent in to deal with disturbances in Ovamboland and at least 10 Ovambos are known to have been killed. That there is widespread unrest can be inferred from the fact that the territory is now virtually sealed off and what amounts to a state of emergency exists. It is also reported that the troubles have spread across the border into neighbouring Angola. Clearly the so-called "settlement" of the strike has not eliminated the Africans' grievances and the theory and practice of apartheid are coming under severe attack in an area which used to be regarded by the South African regime as one of its "showpiece" Bantustans.

The International Confederation of Free Trade Unions (ICFTU) has called upon its members to support the Namibian people and has appealed to the United Nations to intensify its efforts to ensure the establishment of human and trade union rights. The UN Security Council has once again stated its support for the right to self-determination of Namibia.

RHODESIA

=====

"Test of acceptability" of Rhodesian settlement terms proceeds

The Pearce Commission has continued to receive overwhelming evidence of African rejection of the Rhodesia settlement proposals, despite increasing efforts by the Smith regime to stifle opposition.

There have been no disturbances reported since those last month in which 14 Africans were killed by police but there have been further detentions without trial (over 200 are reported by the African National Council) of opponents of the settlement, including the ANC Treasurer Josiah Chinamano - who is suffering from a heart condition - and his wife. Evidence has also come to light that employers are pressurizing their African workers to support the settlement, in some cases requiring them to sign letters to that effect, and that block lists of workers voting "Yes" are then being submitted to the Commission. Lord Pearce has stated that he deplores the difficulties being placed in the way of the Commission, e.g. cancellation of meetings, indications of intimidation, and, in particular, the detentions, but declared that its work would continue until it felt able to reach a conclusion on the acceptability of the settlement. Nevertheless, the Commission would, he said, have to take into account in its final report any impediment to its work.

Meanwhile Opposition Members of Parliament at Westminster have protested strongly at these breaches of the undertaking that "normal political activity" would be permitted while the Commission carried out its task, and in particular at the refusal of Smith to permit MPs known to oppose the settlement to visit Rhodesia. The British government has been unable to produce satisfactory answers to questions concerning this ban and the detentions in Rhodesia itself. On 4 February the British government exercised its veto on a resolution before the UN Security Council which urged abandonment of the settlement.

Presenting its case to the Commission, the African National Council said that no settlement could be achieved without the active participation of recognized African leaders and the terms had been arrived at without consulting Africans. The proposals for three voting rolls would, the ANC said, have the effect of entrenching and perpetuating racialism. Africans could never hope to qualify for the higher roll, while the lower roll provisions were manifestly undemocratic in giving 5 million Africans 16 seats but 250,000 whites 50 seats.

The Executive Board of the International Confederation of Free Trade Unions (ICFTU) has adopted a resolution reiterating its support for UN sanctions against Rhodesia, urging trade unions to make sure that their governments effectively implement the sanctions and calling on the British government to refuse to grant independence to Rhodesia before majority rule and before human and trade union rights have been established and guaranteed.

TRANSPORT

INTERNATIONAL
=====

Territorial waters and fishing limits at issue

The four applicant countries (Denmark, Ireland, Norway and the United Kingdom) have obtained agreement from the European Economic Community on transition arrangements for coastal fishing limits. These provide for a 10-year period - up to the end of 1982 - during which the four may keep a 6-mile fishing limit, or 12 miles in certain prescribed areas. (Traditional fishing rights of other countries within these limits are to be preserved.) A special protocol recognizes the very great importance of fishing to Norway, and undertakes that the Community will take this factor into account when deciding what limits are to apply after 1982. Under the present arrangement, Norway is permitted a 12-mile zone from Lindesnes to the border with the Soviet Union.

No agreement has yet been reached between Ecuador and the USA over the former's imposition of a 200 n.m. protected zone, to which entry for tuna fishing is permitted only on payment of a licence fee. Other countries affected by the restriction are Canada, Japan and the Soviet Union.

Iceland is planning to extend its limits from 12 to 50 miles with effect from 1 September 1972, but has expressed a desire to reach agreement with Federal Germany and the United Kingdom.

France is proposing to extend its territorial limit to 12 miles in order to exercise better control over oil tankers in its coastal waters; fishing rights for the EEC countries will not be affected.

New International Convention on Maritime Carriage of Nuclear Material

An International Convention relating to civil liability during maritime carriage of nuclear material, adopted in December 1971, has been signed by eight countries (Brazil, Federal Republic of Germany, France, Italy, Portugal, Sweden, UK and Yugoslavia). The Convention, which requires ratification by five signatories to bring it into force, was adopted under the joint auspices of the Intergovernmental Maritime Consultative Organization, the European Nuclear Energy Agency (OECD) and the International Atomic Energy Agency. It will exonerate shipowners from liability under international maritime law in the case of nuclear damage where the operator of a nuclear installation is liable under separate international agreements. This will remove what has hitherto been a serious impediment to the sea transport of nuclear substances.

DENMARK

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Seamen's Union seeks prosecution of shipowners

The ITF-affiliated Danish Seamen's Union is attempting to have the Cherry Heering Line prosecuted for manslaughter following the sinking of the "Heering Kirse" with the loss of five lives. Press comment has concentrated on the possibility that the vessel's life-rafts were faulty, but the Seamen's Union points out that the loss of the ship was among other things due to the fact that its cargo shifted as a result of improper loading.

GERMANY

=====

Legislation on road safety

Legislation has recently come into effect in Germany, one of the provisions of which is to prohibit the payment to crews of road haulage vehicles of wages or bonuses based on the weight carried or the distance covered. An employer guilty of an infringement is liable to a fine of up to 10,000 DM.

Agreement on use of all-purpose crews

The ITF-affiliated German Public Service and Transport Workers' Union (OeTV) has signed an agreement with Hapag Lloyd on the use of all-purpose crews. Under the terms of the agreement, which runs from 1 January 1972 for six months (renewable), deck and engine-room crew members may be employed on duties other than their own, provided that training in the new duties is given and on payment of a special allowance of 15% of basic pay. The agreement lays down new manning scales, and provides for an exchange of views between the parties to consider how the new system is operating.

GREAT BRITAIN

=====

Merchant Navy Officers find certification proposals unsatisfactory

The ITF-affiliated Merchant Navy and Airline Officers' Association (MNAOA) believes that certain of the proposals for new certificates of competency being considered by the government would not satisfy the ILO Convention on the subject. Discussions are currently taking place within the industry on the suggested changes, and the MNAOA has asked for more information, particularly concerning the manning which would stem from the new structure. The Association consider that the proposals are aimed at making the present unsatisfactory position respectable merely by giving a certificate to people who are at present uncertificated. Some of the proposals for the lower grade certificates will be opposed, while others are accepted with some reservations.

British radio officers' union opposes move by Canada to use radiotelephony for distress signals

The ITF-affiliated British Radio and Electronic Officers' Union (REOU) is urging seafarers' organizations throughout the world to put pressure on their respective governments to oppose a Canadian proposal that the present method of sending distress signals by means of wireless telegraphy be abandoned in favour of speech broadcast by radiotelephony. The REOU sees the suggestion as an attempt eventually to phase out the fully-certificated radio officer, as radiotelephony can be carried out by unskilled personnel whereas the existing system requires a trained wireless operator. The union further points out that wireless telegraphy is generally acknowledged to be superior: it has a greater range and penetration and is not subject to distortion in the same manner as radiotelephony.

"Canada is singularly unqualified", says the union's general secretary K.A. Murphy, "to express an opinion on the future maritime distress system. Not merely does it lack the necessary deep-sea experience, but it ignores the well-known limitations of radiotelephony. The overwhelming majority of seamen engaged on commercial voyages have their lives protected by the telegraphy system."

TRADE UNIONS

DENMARK
=====

Danish Transport and General Workers' Union celebrates its 75th anniversary

The ITF-affiliated Danish Transport and General Workers' Union (DASF) is 75 years old this year. The union, which grew out of the local unions of general workers formed throughout Denmark in the early 1890's, came into being as a national body on 1 January 1897, with Michael Christian Lyngsie as its first general secretary. The ITF extends its congratulations to the union on the occasion of its anniversary and wishes it every success for the future.

GREAT BRITAIN
=====

A century of railway trade unionism

Sir Sidney Greene, General Secretary of the ITF-affiliated National Union of Railwaymen, was presented with a commemorative plaque at the recent meeting of the ITF Management Committee in recognition of the hundredth

anniversary of railway trade unionism in Britain. A booklet to celebrate the centenary of the foundation of the Amalgamated Society of Railway Servants has been produced by the NUR - which succeeded the original union in 1913.

MAURITIUS
=====

Mauritian government in move to end port strikes

The Mauritian government is reported to have approved a government bill designed to make strikes in the country's ports illegal. The legislation comes after a series of labour stoppages, which have seriously disrupted port operations in recent months.

PORTUGAL
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Two years' gaol for union leader

Daniel Cabrita, Secretary of the Lisbon Bank Employees' Union, was sentenced in Lisbon on 10 February to two years' imprisonment and loss of civil rights for fifteen years thereafter, for "activities against the security of the State".

Cabrita was arrested last June, and has been held without trial till now, after signing a letter of complaint to the ILO charging that the Portuguese workers' delegation was unrepresentative.

The trial - at which an ICFTU observer was present - heard from the prosecution statements extracted under torture and submitted in writing. Cabrita denied the validity of these statements and spoke of physical and moral pressure while in gaol; he said he had endured 76 days of isolation, interrogation and threats, together with long periods of enforced sleeplessness.

Four other trade unionists were on trial with Cabrita, and the whole of the leadership of the Bank Employees' Union face charges of causing demonstrations and work stoppages following his arrest.

SOCIAL AND INDUSTRIAL NEWS

FRANCE
=====

Flying Staff dispute over long-haul crew complement

The French flight engineers' and pilots' unions - both ITF-affiliates - are strenuously opposing plans by Air France, UTA and Air Inter to modify the crew complement regulations for long range flights. Under the proposals, the complement

for flights of over 10 hours (on Boeing 707 and 747 aircraft) would be: 1 pilot-in-command, 1 copilot, 1 flight engineer and 1 relief crew member. The dispute centres on this relief man, who, if the airlines were to have their way, would be required to take over the duties of each of the other flight deck crew in turn; in order to enable him to relieve the flight engineer, however, he would not be required to hold an F/E licence but would receive suitable "practical instruction". The two flight crew unions reject this proposal both on safety grounds and because it violates the regulations of the International Civil Aviation Organization.

The pilots' union has instructed its members not to take part in any courses of instruction for these relief duties, and the engineers' union is asking its members not to sign rosters nor to take off on any flights with the new crew complement. Strike notices will be issued if any such flight does take off.

Detailed information on this dispute is being passed to the ITF's civil aviation affiliates with the request that they prepare themselves for international solidarity action should this prove necessary.

The ITF-affiliated Flight Engineers' International Association - which represents flight engineers from thirteen countries - has stated that its member unions will take any action open to them to prevent the use of such a crew complement in airline operation.

Railwaymen's negotiations break down

Talks between the French Railways (SNCF) and the railwaymen's unions - including the ITF-affiliated FO Railwaymen's Union and the Salaried and Technical Staff Federation - came to a standstill on 3 February when the unions declared their inability to accept the SNCF's final offer of wage and other improvements for 1972. In the absence of agreement, the provisions negotiated in 1971 will be implemented as follows:

Wages: with effect from 1 January 1972, basic pay increased by 1%; from 1 February by 2.8%; during the course of the first quarter of 1972 by 4.5% overall, and by the end of the second quarter by 5.5% overall. A cost-of-living clause provides that wages will be adjusted if prices increase by 4% or more.

Holiday Bonus: Flat rate bonus of 70 Fr. payable at the end of June 1972.

Working Hours: the working week will be reduced from 42 to 41 hours from 1 January 1973.

GERMANY

=====

Strike threatened if shipowners reject mediation proposals

Seafarers organized by the ITF-affiliated Public Service and Transport Workers' Union may be called out on strike unless the shipowners agree to proposals on graded pay increases made in the second round of mediation on their dispute. The first round of mediation failed to move the employers from their intransigent refusal to make an offer of any kind.

Gains for private railway workers

Wage-earning staff of the privately-owned railway concerns in Germany are to receive a pay increase of 4% with effect from 1 January 1972, together with a flat rate increase for lower paid workers of 30 DM per month. Additionally, a further step is being taken from the beginning of this year towards the introduction of monthly pay for these workers. This, in the view of their union - the ITF-affiliated German Railwaymen's Union - represents progress towards the reduction of differences between working conditions for wages and salaries staff.

Meanwhile, negotiations have also been in progress between the Union and the Federal Railways on claims for improved pay and conditions - including the 40-hour week - for 200,000 wages and salaries staff.

Agreements signed for Lufthansa and KLM ground staff

The ITF-affiliated German Public Service and Transport Workers' Union has recently signed agreements on behalf of ground staff employed by Lufthansa and KLM in Germany. The former receive pay increases of 6% (or a minimum increase of 60 DM^{x)} per month), the latter 7% together with an increase in the amount set aside for asset formation to 39 DM per month. Both agreements run for one year from 1st January 1972.

x) 8.24 DM = £1

GREAT BRITAIN

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Railwaymen's pay claim turned down

A claim for substantial pay increases by the three railwaymen's unions - the National Union of Railwaymen, the Associated Society of Locomotive Engineers and Firemen and the Transport Salaried Staffs Association (all ITF affiliates) - has been rejected on the grounds that it is "premature". British Rail have said that any increase for 1972 can only be made payable from the anniversary of last year's pay rise, i.e. not before May this year.

Dockers oppose compulsory redundancy

The ITF-affiliated Transport and General Workers' Union will oppose any plans to reduce the dock labour force by compulsory redundancy. The union is considering proposals for the present compulsory retirement age (of 65) for dockers to be lowered, with increased pensions for dockers retiring earlier; and for reductions in hours of work and an extension of shift-working in order to absorb some of the surplus manpower. Dockers in London and Hull are the most immediately affected by possible labour cuts.

Seamen's and Officers' pay claims

The ITF-affiliated National Union of Seamen has submitted a claim for a substantial increase in pay. In accordance with its practice in recent years, the Union has not put a figure on its claim but will negotiate on the basis of what the British Shipping Federation offers. The Union is also seeking an increase in overtime rates from the present time-and-a-quarter to time-and-a-half with doubletime for Sunday work.

The ITF-affiliated Merchant Navy and Airline Officers' Association has asked for a substantial pay increase, compensation for excessive hours and an increase in leave entitlement to at least 126 days per annum.

Pension improvements for London Transport staff

Agreement has been reached between the London Transport Executive and unions concerned on changes in pension arrangements for wages staff which will bring them closer to those of salaried staff. The major improvements are: a reduction in the period of service necessary to qualify for a pension from 10 years to five; pensions payable from the fund will be increased from time to time; provision is made for up to a quarter of pension to be exchanged for a lump sum if the employee so desires; death benefit is now provided for the dependants of an employee who dies in service or while in receipt of a pension, the amount of the benefit to be related to pension entitlement. The cost of these improvements is to be met entirely by London Transport.

ICELAND
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Settlement of Seamen's strike and new agreement for fishermen

Agreement was reached on 14 January between the ITF-affiliated Icelandic Seamen's Federation and the shipowners, with the help of a government-appointed mediator. The new agreement, which is valid until 1 November 1973, provides for an immediate increase in monthly wages of 30%, a further 6% from 1 June 1972 and an additional 6% from 1 March 1973.

The Federation has also recently negotiated a new agreement on wages for fishermen. The basic guaranteed monthly pay is increased from Icel.kr. 18,900^{x)} to 26,080 for deck hands, with proportional increases for other categories. The agreement runs from 31 December 1971 for two years, and also includes a clause linking pay rates to those of shore workers. x) Icelandic kr.222=£1

NETHERLANDS

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Agreement in principle on dockers' claims

It is understood that an agreement in principle has been reached between the employers and dockers' unions including the ITF-affiliated Netherlands Transport Workers' Union on pay and other conditions for the 1972 contract period. Details of the settlement will be given later.

UNITED STATES

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Railway unions press for back pay

Unions which negotiated agreements prior to the government-imposed wage freeze last year are demanding that a 5% pay increase due on 1 October 1971 should be made effective from that date and not just from 14 November, the date when the freeze ended. The unions involved^{x)} are taking the case to the Pay Board, and the railway companies have said that they will neither oppose nor support the application. Similar action is being taken by four shopcraft unions^{x)} which since the end of the freeze have signed contracts covering the period from 1 January 1971 to 1 July 1973.

The Railroad Signalmen have recently approved an agreement which gives improvements including pay increases totalling 46% for craftsmen and 42% for assistants/helpers over the period from 1 January 1970 to 1 July 1973.

x) All members of the ITF-affiliated Congress of Railway Unions

Dockers' talks period extended by mutual agreement

The ITF-affiliated International Longshoremen's Association has agreed to continue working the East and Gulf Coasts for a further 30 days beyond the threatened strike date, i.e. to 14 March, while contract negotiations continue. So far tentative agreement has been reached only for New York dockers (see Newsletter No. 1 of 1972, page 12).

Tentative agreement has been reached on settling the West Coast dock strike by members of the International Longshoremen's and Warehousemen's Union (not an ITF affiliate); a decision has yet to be taken on whether the men are to go back to work pending

the membership vote ratifying the agreement. Meanwhile, Congress has passed legislation enabling the President to order a return to work and compulsory arbitration of the dispute.

National Airlines mechanics win large back pay award

Nearly 1,000 mechanics and other ground service employees of National Airlines will soon share \$6 million in back pay. The settlement negotiated by the ITF-affiliated International Association of Machinists and Aerospace Workers is the largest back pay award in US labour history.

The award is for wages lost during the 53-week illegal lockout by National Airlines which began in January 1969. Union members will receive amounts ranging from \$500 to \$10,000, the average being more than \$6,000. IAM's Vice President Winpisinger comments: "This is a \$6 million reminder to the airline industry that, under the law, an airline cannot arbitrarily change working conditions during contract negotiations." National Airlines had appealed all the way up to the Supreme Court against judgments that its lockout was a violation of the US Railway Labor Act, but was defeated.

Important contract for Northeast stewardesses

A new collective contract has been negotiated for stewardesses of Northeast Airlines by the Air Line Stewards' and Stewardesses' Association - affiliated to the ITF through the US Transport Workers' Union - with effect from 9 September 1971 to 1 March 1972. The contract provides as follows:

Monthly pay: to be increased in two steps effective 8 August 1970 and 1 November 1971 (to be applied with full retroactivity after the end of the government's wage freeze). These increases will give final rates ranging from \$492 per month in the first year to \$763 in the tenth year.

Incentive pay: becomes \$11 per hour in excess of 70 hours per month (effective 1 November 1971); leading stewardesses receive an extra 75 cents per hour and international pay, applying to all flying outside the contiguous 48 States of America, Mexico and Canada, is also 75 cents per hour. Other increases have been achieved in expense allowances for meals, transportation and uniforms.

On transfer to non-flying or supervisory duties a stewardess may continue to accrue seniority for a period of three years. Additional vacation is at the rate of 5 weeks after 20 years' service and 6 weeks after 25 years; and improvements have been achieved in disciplinary procedures.

URUGUAY
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Merchant Navy Officers' dispute

The ITF-affiliated Union of Merchant Navy Officers (UCOMAR) is in dispute with the Uruguay government over the manning of state-owned oil carriers by military crews and officers. The Union has called a series of protest stoppages of from one to three days to call attention to the government's lack of response to its representations on the matter.

PERSONALIA

Paul Hall, President of the US Seafarers' International Union, has been awarded the Labor Human Rights Award of the Jewish Labor Committee.

Al Kerr, secretary-treasurer of the Seafarers' International Union, died suddenly on 26 January at the age of 51.

Thomas Smeding, former officer of the Netherlands Transport Workers' Union and for many years head of its inland navigation section, died on 3 February at the age of 69. Tom Smeding was well known in the ITF and won the respect of all who met him for his detailed knowledge of the problems of inland navigation workers. His career as a full-time trade unionist began at the age of 16 so that by the time he retired in 1963 he had acquired nearly half a century of national and international trade union experience.

Edward Wright, former Finance Secretary of the Malta General Workers' Union, died in an accident at his home on 3 February. Brother Wright was one of the Union's founder members, and served as Finance Secretary from 1945 till his retirement last year.

FORTHCOMING MEETINGS
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|--|----------------------------|
| ITF Railwaymen's Section
Committee Meeting | - Istanbul, 1-3 March 1972 |
| Flight Engineers' Technical
Committee Meeting | - London, 13 March 1972 |
| ITF Civil Aviation Section
Safety Committee Meeting | - London, 14 March 1972 |

FORTHCOMING MEETINGS (Cont.d)
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- International Trade Secretariats General Conference - London, 5-6 April 1972
- North Sea Ports Dockers Unions Meeting - Rotterdam, 10 April 1972
- ITF Dockers' Section Committee Meeting - Rotterdam, 11-12 April 1972
- Preparatory meeting of ITF participants in 9th Session of ILO Inland Transport Committee - Geneva, 22-23 April 1972
- ITF Executive Board - Valletta, 3-5 May 1972

AFFILIATED UNIONS REQUIRING FURTHER INFORMATION ON ANY ITEM IN THIS NEWSLETTER MAY OBTAIN IT ON REQUEST FROM THE SECRETARIAT OF THE ITF

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